Town of Lima

15A Corridor Community Vision Plan

July 2013

Produced by the:

RRCDC
ROCHESTER REGIONAL
COMMUNITY DESIGN CENTER

ACKNOWLEDGMENTS

The 2013 Route 15A Vision Plan sets forward a plan to enhance accessibility and guide future development within this well-traveled corridor. With input from the community gathered at a public workshop and review meetings, recommendations were formulated to create a welcoming and attractive gateway to Lima. These recommendations account for Lima's business growth and farmland protection objectives, as well as the mixed land uses that co-exist within the corridor.

I would like to express appreciation to the individuals and organizations who contributed their time, expertise and thoughtful consideration to the planning process involved in the development of the Route 15A Vision Plan: The Town of Lima Route 15A Steering Committee including Colleen Allen - ***Town and Village Planning Board***, Angela Ellis - ***Livingston County Planning Director***, Cathy Gardner - ***Deputy Supervisor***, George Gotcsik, ***Town and Village Planning Board***, Charlie Johnson - ***Building Inspector***, Barbara May - ***Lima Historical Society***, Martha Sempowski - ***Historic Preservation Commission***; the public workshop facilitators who volunteered their time and professional skills, the Rochester Regional Community Design Center staff who lent tremendous expertise and guided the process; the Lima Historical Society for providing a significant share of funding for the project; and the many residents and business owners who attended meetings and provided invaluable input to shape the final recommendations.

J. Peter Yendell
Supervisor
Town of Lima

TABLE OF CONTENTS

Acknowledgments 1
Executive Summary 3
Introduction 4
Route15A: Then and Now 5
Charrette Coordination and Planning 6
Charrette Workshop Event 7
Focus Area #1 9
Focus Area #2 11
Charrette Results - Groups 1A, 1B, 1C, 1D 13
Charrette Results - Groups 2A, 2B, 2C, 2D 16
Guiding Principles 19
Vision Plan 21
Complete Streets 23
Gateways (Major) 25
Gateways (Minor) 27
Safety and Traffic Management 29
Lighting 32
Multi-Use Path 33
Sustainability / Embracing Nature 35
Enhancing Existing Properties 39
Appropriate Signage 42
New Building Guidelines 43
Cluster Development 44

EXECUTIVE SUMMARY

In collaboration with the Lima Steering Committee, the Rochester Regional Community Design Center (RRCDC) has prepared this community-based Vision Plan for the Route 15A corridor between the village and town line. This document reflects the ideas that the community has for the revitalization and enhancement of the corridor.

The Vision Plan incorporates ideas and goals suggested at the community design charrette workshop held on January 19th, 2013 at the Lima Town Hall. The participants, guided by design professionals, produced both written and visual concepts for the corridor. A summarization of these suggestions can be found in the Charrette Results section of this report. The resulting plans integrate these ideas as well as principles of good design and planning that will contribute to a healthy, safe, and economically viable rural corridor.

The Town of Lima: 15A Corridor Vision Plan document contains plans, maps, drawings and other images to illustrate the design and development recommendations for the corridor. The ideas generated at the community design charrette workshop were used to develop guiding principles for the final plan. The guiding principles are as follows:

- Creating Gateways
- Improving Safety & Traffic Management
- Implementation of a Multi- Use path
- Sustainability / Embracing Nature
- Enhancing Existing Buildings & Properties
- Creating Guidelines for New Construction
- Explore Clustering as an Appropriate Form of Future Developments

The guiding principles were instrumental in developing the plans and recommendations contained in this Vision Plan. There are several proposed improvements based on these principles and they will serve as a guide for the future development of the corridor.

INTRODUCTION

On Saturday January 19, 2013 the Town of Lima hosted the Route 15A Corridor Community Charrette Workshop to engage stakeholders and residents to share and gather ideas that might serve as a basis for a Vision Plan for the corridor. The event attracted over 50 participants and 15 design professionals who served as facilitators. The participants produced notes and graphics, provided on the following pages that were analyzed, synthesized and incorporated into this Vision Plan that was produced by the Rochester Regional Community Design Center (RRCDC) with direction from the Lima Steering Committee during and following the charrette process.

Route 15A is a major north/south road that bisects the Village and Town of Lima and carries a significant amount of vehicular, commuter, and commercial truck traffic connecting Rochester with the Southern Tier. The charrette area is bounded on the north by the town line dividing Monroe and Livingston Counties and on the south, bounded by the Lima Village line.

This report chronicles the processes before, during and after the charrette workshop and provides a record of the community ideas that were generated. The RRCDC, in conjunction with The Lima Steering Committee, used the ideas to create a vision for future development of the 15A corridor. Each section of the report explores a different stage of the process required to create and implement this vision and a cohesive plan derived from that process.

This Vision Plan is intended to be a resource for the Town and Village of Lima, the residents, business owners, and others individuals and organizations intending to develop or improve properties along the corridor. It sets the tone for the future of the corridor, how it will look and function, and the character of new development. Without a recorded plan or vision, the corridor is vulnerable to having outside parties set the direction, which may not align with the best interest of the community.

ROUTE 15A: THEN AND NOW

The region that is now present day Lima, New York was occupied for thousands of years by Native Americans. The Seneca established villages throughout the area into the 1500's and 1600's. They had settled here for the same reason that the first non-natives did in 1788. Revolutionary War veterans flocked to the region to take advantage of the rich soils and agricultural potential. They organized in 1789 as the Town of Charleston, but shortly after changed the name to Lima In 1808 in reference to the residents that came from Old Lyme, Connecticut. Soon the village core thrived as a commercial center where goods and services were exchanged between locals and travelers alike.

The Village core occurs at the intersection of the old State Road (Routes 5 & 20) and Route 15A (Rochester St.). This vibrant commercial center quickly became known as the "Crossroads of Western New York" and the village and town developed around it. When the expressways were built, travel patterns shifted away from the state roads and the Village. Changing demographics, job opportunities, and the nature of retail business created challenges and Lima suffered a social and economic blow. Many local businesses struggled and some buildings began to fall into disrepair. In spite of that, many 19th century buildings still remain. The State and National Registers of Historic Places recognize 58 structures inside and outside of the Village of Lima. These buildings, along with Lima's history and location give it an authentic charm that cannot be replicated.

Today, Lima is trying to reestablish itself as a strong town and viable destination but not at the expense of its history. The 15A corridor is the main connector between Lima and the City of Rochester. Even with expressways like I 390, Route 15A still maintains 7,500 ADT (Average daily traffic). The corridor posts speed limits of 55 mph to accommodate high volumes of commuter and commercial truck traffic; however speed far exceeds that at times posing safety issues for vehicular and pedestrian traffic alike. Recently, the New York State Department of Transportation (DOT) has agreed to reduce the speed limit between Gale Road and the village line to 45 mph.

Formerly framed by farmland on both sides of the road, including historic houses, barns and outbuildings, the corridor has changed over recent decades with the development of commercial and light industrial facilities on the west side of the road. This is in contrast to the east side which has remained predominantly agricultural and is zoned accordingly. The goal of this Vision Plan is to maintain the agricultural land that helped shape Lima while introducing new thoughtfully designed buildings. Creating a safe environment with a balance between vehicular and pedestrian traffic as well as providing new and improved routes to destinations for walkers and bicyclists will be a primary consideration.

CHARRETTE COORDINATION + PLANNING

Planning for the Lima 15A North Corridor Community Workshop began in July 2012 and has been guided by the Lima Steering Committee, composed of representatives from the Town, Village and Livingston County, the Lima Historical Society and others working in conjunction with the RRCDC. They reviewed a time line and planning schedule, established the charrette boundaries and focus areas and identified potential partners.

The steering committee met monthly with the RRCDC to assist in coordinating the charrette. During meetings and a walking tour of the area with the RRCDC, much of the discussion and planning focused on the topics to be covered during the charrette. The committee defined the charrette focus areas and identified major design concerns based on an assessment of the existing assets and problem areas. They were also instrumental in planning the structure of and coordinated the logistics of the charrette event itself.

Planning and coordinating the charrette workshop required considerable time and effort for both the steering committee and the RRCDC. Once a date was set, the RRCDC brought together facilitators and the event moved forward.

CHARRETTE WORKSHOP EVENT

The Lima Community Charrette took place on Saturday, January 19 at the Lima Town Hall. The event attracted over 50 residents and stakeholders as well as over 15 design professionals who served as facilitators. A great range of people were represented among the participants; ideas and input were gathered from residents, business owners, and developers alike.

The event began at 8:30am with coffee and donuts during the registration period. This was followed by a presentation from the RRCDC and the Lima Steering Committee. Roger Brown (RRCDC President) started the day off with a presentation that highlighted existing conditions and good design principles to give the attendee some ideas about where to start. Joni Monroe (RRCDC Executive Director) concluded the introduction with an overview of the charrette workshop process and the day's itinerary.

Attendees dispersed into eight assigned groups to explore two pre-determined focus areas. The two focus areas were as follows:

1. **Gateways / Corridor Character and Appearance / Public Health and Safety / Sustainability and Green Approach / Complete Streets;**

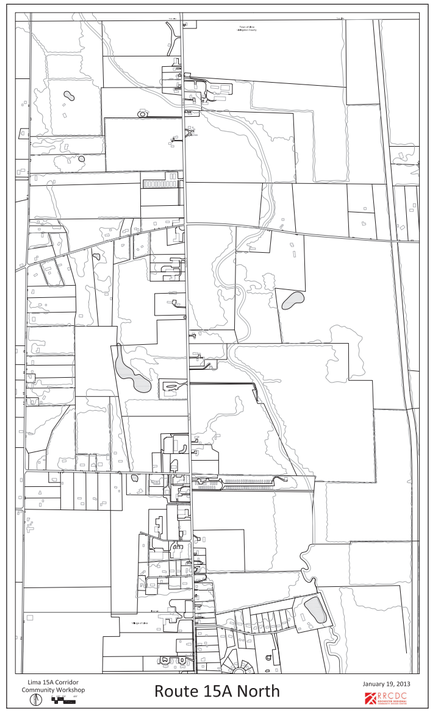
2. **Site and Building Design Standards / Future Development / Public Health and Safety / Sustainability and Green Approach / Complete Streets;**

Both focus areas included the area bounded by the town line to the north, the village line to the south, its environs and the surrounding agricultural lands to a depth shown on the base maps provided.

For an intense hour and a half, the teams comprised of facilitators, residents, and stakeholders, took note of both the positive and negative features of the charrette workshop area, and drafted comments and ideas of a vision for improvements and changes.

The teams began drafting both written notes and visual renderings to express their ideas. To conclude the charrette workshop, everyone gathered and each team made a brief presentation to the entire group, explaining their ideas and graphics. Following the presentations, the RRCDC had the materials produced at the charrette workshop scanned and transcribed the notes from each group. These recommendations are outlines in the following section.

Charrette Base Map



FOCUS AREA #1

Gateways / Corridor Character and Appearance / Public Health & Safety / Sustainability & Green Approach / Complete Streets

Description / Boundaries

This area includes all property between the Town line on the north of the entry to the Village and its environs and the surrounding agricultural lands to a depth shown on the base maps provided.

Concerns to Address

The Town desires to see the corridor grow in a manner that is attractive and welcoming to visitors and residents, as well as those who reside, farm and conduct business in this area. It is also important to improve accessibility and safety for vehicle, bicycle and pedestrian traffic. Finally, the Town desires to identify means of linking this area with the Village business district and other areas of business within the town, in order to maximize exposure and customer traffic for all businesses and public organizations within the community.

Gateways
- Major
- Minor
- Transition

Corridor Character & Appearance
- Public Amenities
- Maintenance and Upkeep
- Celebrate our heritage
- Preservation
- Vistas; Open space – "viewsheds"

Public Health and Safety / Complete Streets
- Vehicular traffic, "traffic calming"
- Pedestrians and cyclists
- Curb cuts
- Transportation and Transit (reference Livingston County Transportation Depot)

Sustainability and Green Approach
- Water management
- Natural resources – respect the environment

Village of Lima
Town of Lima
Livingston County
Route 15A
Rochester St
Rochester St
Rochester St

FOCUS AREA #2

Site & Building Design Standards / Future Development / Public Health & Safety / Sustainability & Green Approach / Complete Streets

Description / Boundaries

This area includes all property between the Town line on the north of the entry to the Village and its environs and the surrounding agricultural lands to a depth shown on the base maps provided.

Concerns to Address

The Town desires to see the corridor grow in a manner that is attractive and welcoming to visitors and residents, as well as those who reside, farm and conduct business in this area. It is also important to improve accessibility and safety for vehicle, bicycle and pedestrian traffic. Finally, the Town desires to identify means of linking this area with the Village business district and other areas of business within the town, in order to maximize exposure and customer traffic for all businesses and public organizations within the community.

Site & Building Design Standards

- Landscape Design
- Buildings & Signage
- Lighting
- Design Guidelines
- Long Term Enhancements of Existing Properties
- Shared Access Roads (deep lots)
- Campus Style Develoment

Future Development

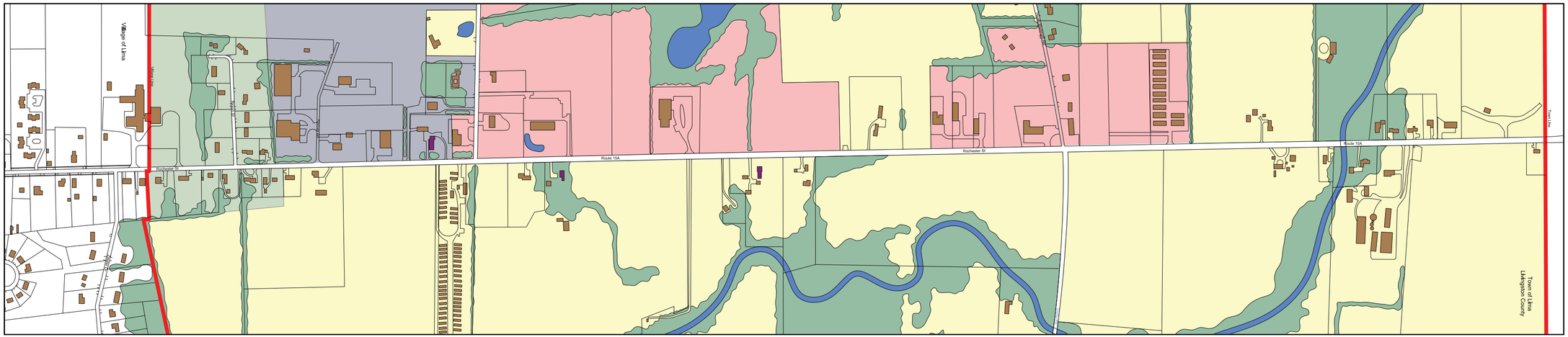
- Respect / Balance; Integration / Overlay – Current Mix of Uses
- Character & Quality; Scale
- Location / Growth / Density
- Community / Individual
- Synergy Between Downtown & Surrounding Corridor(s) – Complement Not Compete
- Future Uses / Immediate Opportunities

Public Health and Safety / Complete Streets

- Vehicular Traffic, "Traffic calming"
- Pedestrians & Cyclists
- Curb cuts
- Transportation & Transit (Reference Livingston County Transportation Depot)

Sustainability and Green Approach

- Water Management
- Natural Resources – Respect the Environment



Existing Buildings

Historic Buildings

Town/Village Lines

Existing Trees/ Vegetation

Zoned Agricultural

Zoned Commercial

Zoned Residential

N

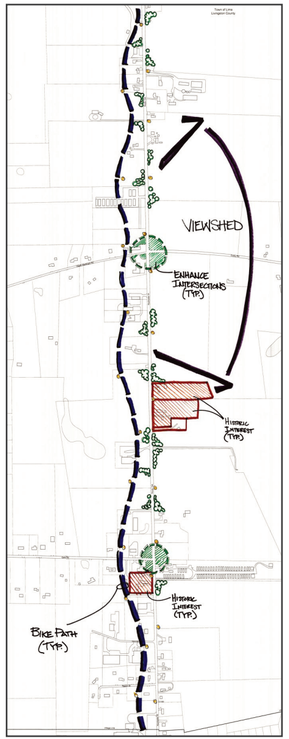
CHARRETTE RESULTS: FOCUS GROUPS 1A, 1B, 1C, 1D

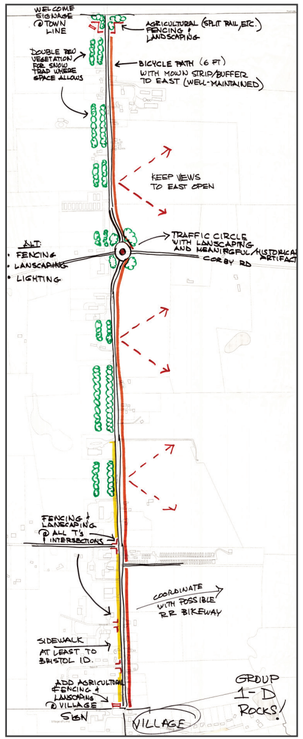
Overall Themes
"Quality Development"
"Go **TO** It, **NOT** Through It"
Mixed Uses Working Together "Harmonious"
Village Centric (Direct Development Towards Village)
Reduction of Scale

Things to Consider
Partnership with the Village
Existing Infrastructure / Septic
Phone Poles, Lighting, Overhead Wire
Local Acceptance/Buy-In
Role of Residential
Changing Zoning to Fit Vision
Ways of Retaining Young People After College

Gateways
Sculptures or Agricultural Artifact to Signal Entrance
At Water Pumping Station: Signage, Plantings, Artifact
2-Sided: Welcome and Thanks for Visiting

Complete Streets
Can be NYSDOT Rural "Complete Streets" Pilot Project
Bike Path/Sidewalks
Lighting
Safety and Traffic Calming
Street Plantings
Reduce Curb Cuts
Public Transportation to Honeoye Falls/Rochester



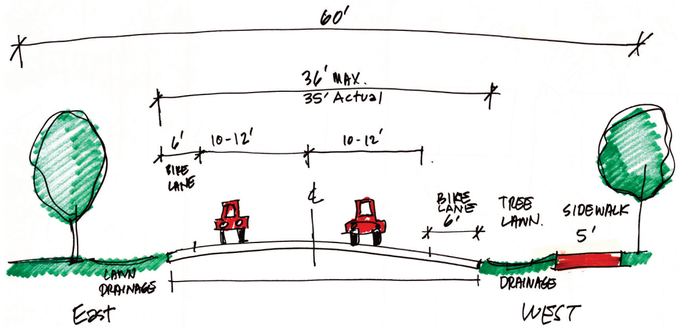


Aesthetics
Corner Fencing and Plantings at Intersections
Create Standards for Buildings
Incentives for Beautification

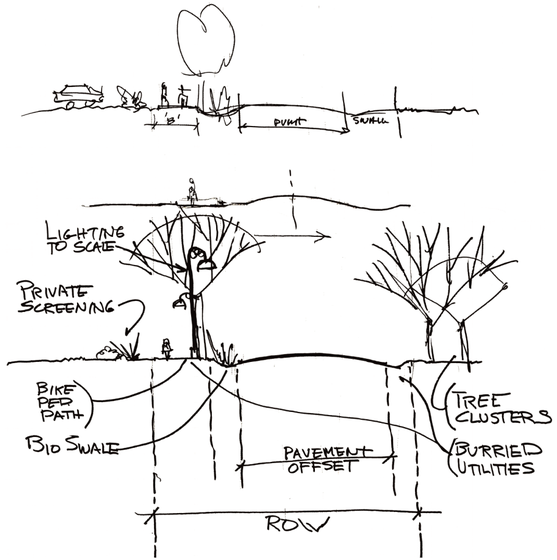
Safety and Traffic Management
Corby Road and 15A confusing and Dangerous
Roundabout Corby and 15A
Road Crossings for Pedestrians in Active Sections
Speed reduction 40-45mph
Begin Reducing Speed at Bristol Tech

Multi – Use Path
Connection of the Village and the Corridor for Non-Vehicular Traffic
Bike / Pedestrian Path
Sidewalks form the Village to Bristol on West Side
Bike Path Loop – From Honeoye Falls Along Rail Line and Along 15A on East Side
Phased Out Over Time
Walking Path Along Spring Brook

Signage
Design Guidelines for Signs
Add Sign with Points of Interest to the Village Sign
Vintage Signs Placed Along 15A with Local Facts
Confusing access to GCC – need better signage



CHARRETTE RESULTS: FOCUS GROUPS 1A, 1B, 1C, 1D



Sustainability and Nature
Double Row of Tree Plantings to Block Wind and Snow Drifts
Sustainable Water Management – Bioswales / Rain Gardens
More Trees and Planting Along the Road - Work with Property Owners
Litter Control
Dark Sky Standards

New Developments
Size Appropriate for the Community (ex. No Wal-mart)
Closer to the Road (Smaller Scale)
Parking to the Rear or Side of the Building
Complement Existing

Needs
Pharmacy
Bank
Coffee Shop
Market
After Hours Medical (Urgent Care)
Fast Food
Senior Living

CHARRETTE RESULTS: FOCUS GROUPS 2A, 2B, 2C, 2D

Overall Themes
Currently Have a STROAD – Dangerous and Street Isn't Walkable
Encourage Business Growth
Should be Business Friendly
Use an Attractive Corridor to Attract Business

Positive Design Themes
Aesthetics
Beauty
Charm
Welcoming
Preservation
Quality of life
Accessibility
Clustering
Economics
Community
Warmth
Attractive
Lively
Economic Viability

Things to Consider
Development on 15A will compromise Village Business
Ideas for Development – Think Village
Lima is a Crossroads Village
Create an Entity for offer Development opportunities
Village could Form LLC
Buy and Assemble Parcels
Safety – Incidents on 15A
Illustrated Guidelines for Signage and Buildings (Pattern Book)
Tax Incentives to Occupy Existing Buildings

Building Guidelines
Good Design is Needed
Design Guidelines vs. Design Standards
Building Front Should Address the Road
Design Should Reflect Lima's Vernacular Traditions
Colonial, Italianate, Barns, Mills, Farm Motif – Cupola,, Dormers
Consider Color, Materials, Trim, Appropriate Windows
Uniform setbacks
Design Standards Should be Simple and Affordable
Smaller Scale Buildings
Design Standards for Agricultural Buildings

CHARRETTE RESULTS: FOCUS GROUPS 2A, 2B, 2C, 2D

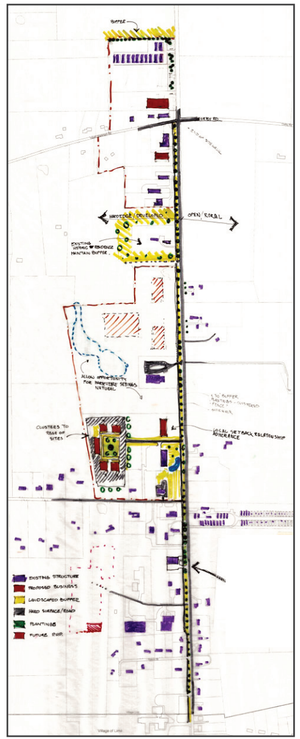
Landscaping
Create a Landscape Plan for 15A
Define West Side of 15A with Continuous Line of Trees
Softer Edge on East Side
Use Native Low Maintenance Species
Landscaping at Building Entrances
Landscaping Should Support Mixed Use Environment

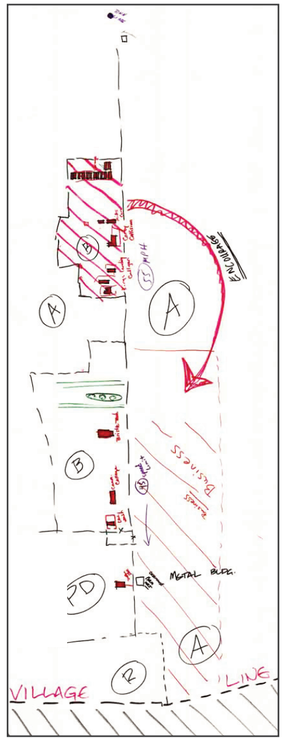
Gateways
Welcome to Lima Sign – More Attractive
Roundabout at Corby Rd with Gateway Monument

Aesthetics
Consider Style and Design of Light Fixtures
Signs – Shape, Material, Lighting, Size

Safety and Traffic Management
Reduce Speed of Vehicles from 55mph to 45mph
Reduce Vehicle Speed to 30mph at GCC
Lighting Should be Uniform with Village
Control Large Truck Traffic – Traffic Signage / Lights
DOT Study: Volume and Nature of Traffic
Roundabout at Corby Rd with Gateway Monument
Tight Setbacks for Traffic Calming and Pedestrian Safety

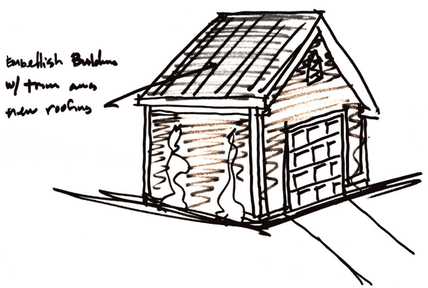
Multi – Use Path
Sidewalk / Bicycle Lane
Sidewalk Along West Side to Corby Road
Sidewalks / Trail to t GCC and Possibly to Honeoye Falls
Develop Rail Trail from Honeoye Falls to Lima

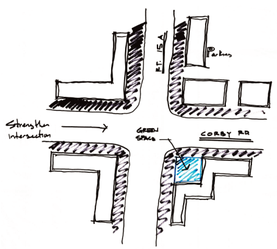




New Developments
Define Areas for New Development
Create Walkable Pockets with Clustered Development
Clustering of Development to Preserve Viewsheds
Encourage Development Density Closer to Village Center
Formal Guidelines for Future Development
Buildings Materials/Style/Setbacks
Signage
Streetscape
Landscaping
Parking – Back or Side of Building

Needs
Gymnasium
Yarn Shop/Fabric Shop
Movie Theater
Craft Space for Children
Senior Housing – Repurpose an Existing Structure
Condos and Smaller Homes
Fruit / Vegetable Stands





VISION PLAN GUIDING PRINCIPLES

1 Creating Gateways

- Identify and enhance existing gateways;
- Appropriate signage to identify the town and village lines;
- Identify other transitional locations along the corridor;
- Use good design principles to create attractive gateways.

2 Safety & Traffic Management

- Address excessive speed limits;
- Create solutions for dangerous intersections;
- Develop alternatives for pedestrian/cyclist travel;
- Create safe pedestrian street crossings;
- Utilize appropriate lighting for both pedestrians and vehicles.

3 Multi - Use Path

- Propose a location for a multi - use path;
- Improve access to and from businesses in the corridor;
- Incorporate path into the natural environment.

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4 Sustainability / Embracing Nature

- Embrace the rural aesthetic;
- Enhance the landscaping of existing properties;
- Improve on unattractive locations with planned landscaping;
- Address sustainable methods of storm water management and wind / snow barriers;
- Take advantage of the beautiful vistas along the corridor.

5 Enhance Existing Buildings & Properties

- Develop standards to increase the quality of exist ing building stock;
- Give examples of appropriate signage and building styles;
- Propose design for specific buildings.

6 Guidelines for New Construction

- Establish standards to which all new construction must follow;
- Provide examples of good design.

7 Cluster Developments

- Explore the practice of clustering new developments;
- Provide an example for a specific plot of land.

VISION PLAN OVERVIEW

Town/Village Lines | Right of Way | Existing Buildings | Roads/Parking Lots | Creeks / Ponds | Existing Vegetation | Existing Trees | Proposed Trees | Proposed Path | Vista Lookout

Proposed LATS Stop
Village of Lima
Village Line
Rochester St
Rochester St
Rochester St

"Complete Streets are for *EVERYONE*.

They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work."

SmartGrowthAmerica.org

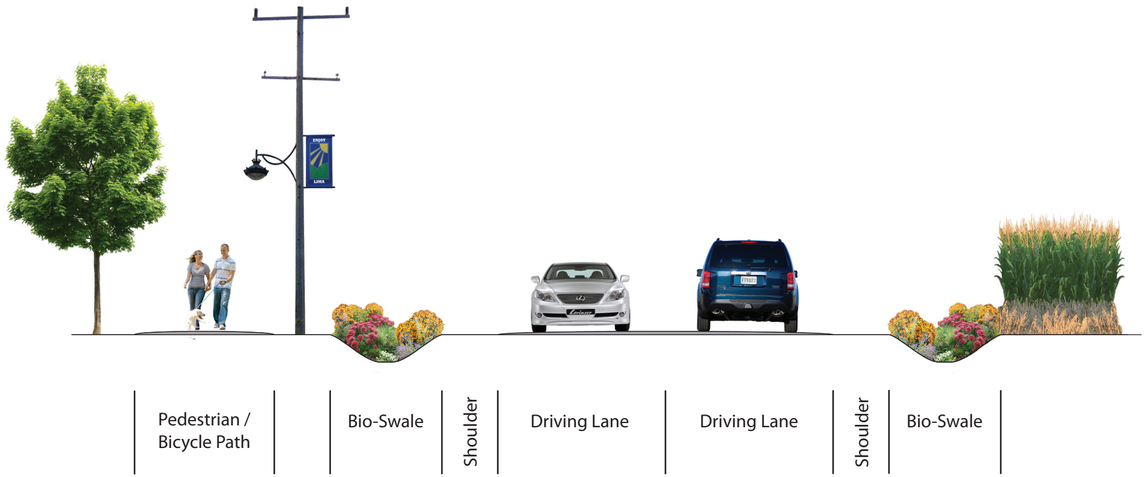
The concept of Complete Streets has major influences in the development of the plan for the 15A corridor. According to the New York State Complete Streets Legislation:

"Complete Streets design principles will be considered on New York State Department of Transportation projects and local and county projects which receive both federal and state funding and are subject to state DOT oversight."

In many cases, Complete Streets design principles lend themselves more favorably to dense urban areas. However, Lima and the 15A corridor have the unique opportunity to become the leading example for the implementation of Complete Streets design principles in a rural setting. Although they will be applied differently, ideals such as promoting pedestrian safety, pedestrian scaled lighting, calming of vehicular traffic, tree lined streets, and sustainable means of addressing water runoff are all included in the final plan for the 15A corridor.

Following these guidelines will not only increase the safety and accessibility for all users of Route 15A, but increase its aesthetic appearance as well. The repetition of some of these elements such as trees, lighting, and banners throughout the corridor will develop an identity and sense of place. As users move through the corridor it will let them know that they are approaching a destination.

Cross Section of Route 15A



GATEWAYS (MAJOR)

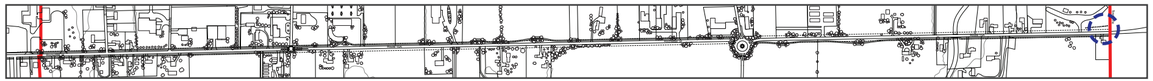
The town line is the first of two potential locations for major gateways. The signs seen below are the greeting to people entering both Livingston County and the Town of Lima. For vehicles, pedestrians, and bicyclist, these signs are the first welcome they receive as they enter the area. The current signs are small and have little to no aesthetic value. They should be larger and more prominent. Their color and their size combined with the current traffic speeds make these signs difficult to see in daylight and practically invisible at night. Small changes to these signs can dramatically alter the perception of the Town and County as people arrive.

Below is an example of what the sign could look like following good design principles. The sign below is:

- Attractive and fits into the context of rural design;
- Colorful;
- Easy to Read;
- Landscaped;
- Visible and well lit at night.

Town Line Before

Town Line After

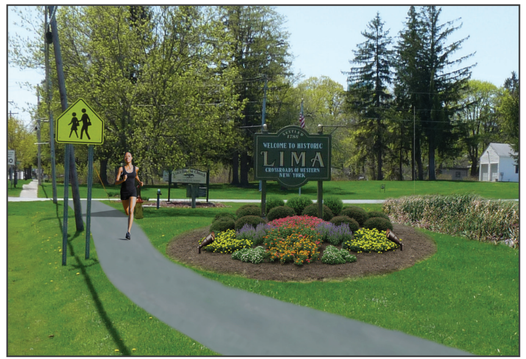


The second potential location for a major gateway is at the village line. Compared to the sign at the town line, the village line signage is increasingly better but still not quite what it could be. The image below of the village line sign shows that the sign itself is made from an appropriate material; it is vibrant, and legible. However, it is still lacks landscaping and lighting. In this instance little cost and effort are required to enhance the sign and create a welcoming gateway into the Village.

With some simple landscaping and the inclusion of lighting, this sign can be transformed into a gateway that not only says that you have arrived someplace, but someplace that is special. The image below is an example of what this gateway could look could look like. The example also includes a multi-use path that was proposed by many groups throughout the charrette process. Because the current village line sign is well designed it could be used as a model for the town line sign which could be made to look similar in order to create an identity and uniformity throughout the corridor.

Village Line Before

Village Line After



GATEWAYS (MINOR)

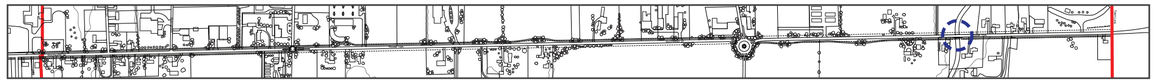
Once you have entered Livingston County and the Town of Lima, traveling south, you will pass three (3) minor gateways before reaching the village line. The first of these gateways occurs at a bridge over the Spring Brook which is difficult to identify in the image below. There is no sign identifying it, and apart from some low guardrails, one may not realize that there is a bridge or brook. This is an opportunity to take advantage of an existing asset and make a big impact with little investment.

The first step of intervention here is to install appropriate signage to signal people that there is something here. The next step is to highlight the bridge itself using decorative elements and guardrails. An enhanced surface for the bridge would also make it more recognizable as a special place.

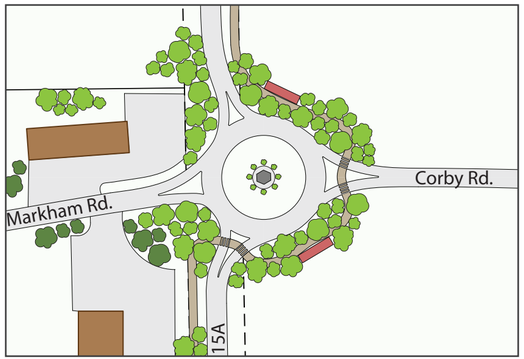
The image below illustrates what the bridge could look like. This representation includes an extension of the bridge to accommodate the multi-use path. Lighting is also incorporated in the enhanced bridge design. Those using the path will have a safe location to rest and take in the view from the bridge.

Spring Brook Bridge Before

Spring Brook Bridge After



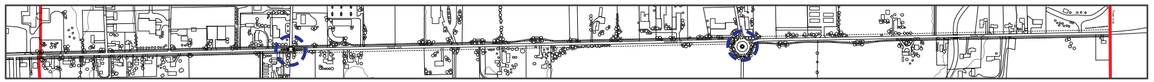
Intersection of 15A and Corby Road



The second potential minor gateway on Route 15A is a proposed roundabout located at the intersection of Route 15A and Heath Markham Road / Corby Road. This roundabout was specifically recommended for this location to help reduce the number of traffic accidents. The plan seen above is a rendering of what it might look like. It incorporates the multi-use path, vista lookouts, and new tree plantings. One of the features that would help to anchor this intersection as a gateway and a landmark would be the installation of a sculpture or artistic piece at the roundabout's center. This location is also a good point to begin the incremental reduction of the speed limit as an approach to the Village.

Intersection of 15A and Gale Road

The last potential minor gateway before reaching the village line is a proposed crossing refuge at the intersection of Route 15A and Gale Road. This intersection greatly increases the safety for pedestrians (particularly the young, elderly and disabled) and provides them with a place to stop while crossing the road. This is created by medians that signal traffic to slow down. Here is another point where speed cab be reduced before entering the Village. These elements combined with new tree plantings will make this location an attractive and recognizable gateway into the Village.



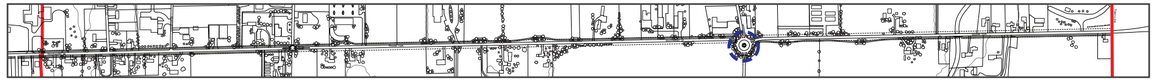
SAFETY & TRAFFIC MANAGEMENT

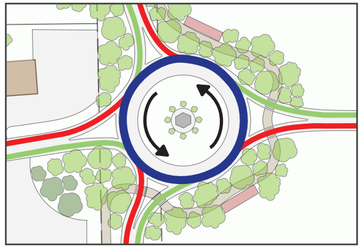
Safety was an issue that was addressed in both of the focus areas. Route 15A is a commuter corridor where high speed traffic passes through on a daily basis. The high speeds and frequent changes in elevation throughout the corridor create a lack of visibility between vehicles and pedestrians using the road. This condition has caused the intersection of 15A and Corby Road / Heath Markham Road to be particularly dangerous. Traffic management at this location consists of a pair of stop signs on Corby Road and Heath Markham Road. Several accidents have occurred here over a ten year span, three resulting in fatalities.

Looking North on Route 15A

The New York State Department of Transportation (NYSDOT) recognizes the dangerous conditions here, but due to lower volumes of traffic entering this intersection they would not suggest the use of a traffic signal. In this circumstance a traffic signal could potentially cause more accidents. However a roundabout could be a reasonable alternative. According to the Insurance Institute for Highway Safety, a roundabout at this location could reduce serious and fatal injury crashes by 89 percent.

A roundabout is a circular intersection in which traffic flows almost continuously in one direction around a central island and has no traffic signals or stop signs. The general rule is that the entering traffic must always yield to traffic already in the circle. A driver entering a roundabout has the option to use several exits onto intersecting roads, including the one they entered from. Roundabouts are typically found in urban settings with high volumes of traffic, but also function efficiently in rural areas with low traffic volumes. Below is an example of a roundabout in a rural context.





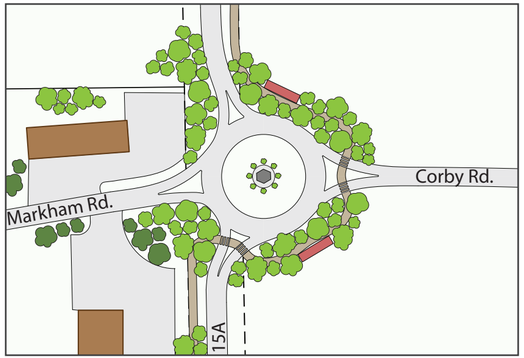
Traffic Direction

Entering Traffic

Exiting Traffic

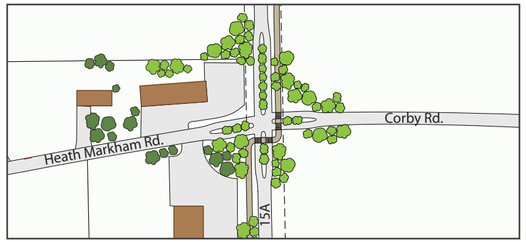
Traffic In Roundabout

Above is a diagram of the typical traffic patterns within a roundabout. Traffic circulates in a counter-clockwise direction and has the option to exit the roundabout on any intersecting roads. Entering traffic yields to those that are already in the roundabout.



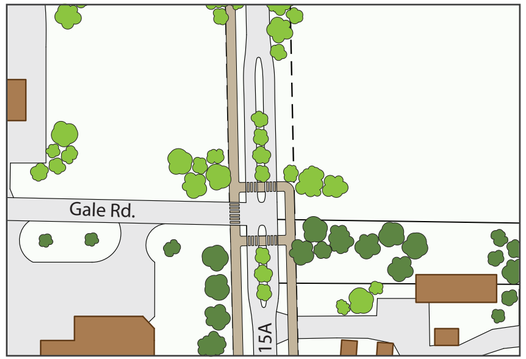
A roundabout here has several benefits in addition to the reducing potential traffic accidents. As previously noted the roundabout itself will function as a gateway and the first location to lower the speed limit in the approach to the Village. Traffic will have to slow down before entering the roundabout on Route 15A. Upon exiting, the speed limit will have been reduced in the stretch between here and the crossing refuge at Gale Road.

Suggestions were made that the multi-use path should cross over to the east side of the road from the west at this intersection. The roundabout would provide a safe place for that crossing with two crosswalk refuge locations available. Also included in the potential design of the roundabout are places for pedestrians and bicyclist to stop and observe the vistas.

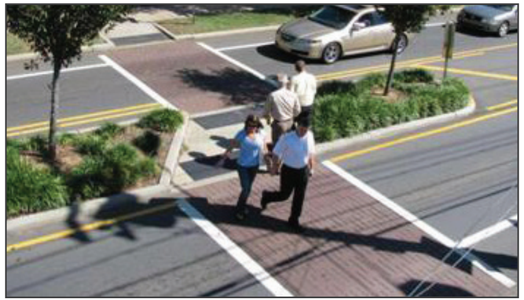


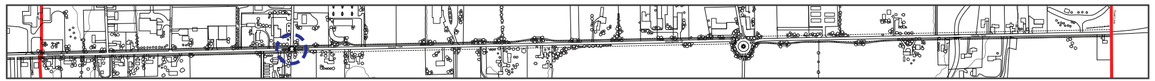
There are other alternatives to the roundabout. For example, a four - way stop with medians would also increase the safety and accessibility at this intersection. Installing medians has two outcomes. First, it causes vehicles to slow down as they approach the stop sign. Secondly, it provides a place for pedestrians to stop and wait while crossing the road. This option also maintains the intersection's effectiveness as a gateway.

Like the proposed alternative for the intersection of Route 15A and Corby Road / Heath Markham Road, the intersection at Route 15A and Gale Road is designed using areas of refuge. This location is close to the Village as well as stores and other establishments located on Route 15A. It was proposed that this portion of the multi-use path should be constructed on both sides of the road up to this point in order to increase accessibility to and from these places. This is where the path on the east side of the road would terminate and be diverted back across Route 15A. Due to the current traffic speeds, the area of refuge would provide a safe crossing for pedestrians. This location also acts as the final gateway and speed limit reduction point before reaching the village line.



Above and Below: Examples of crossing refuges

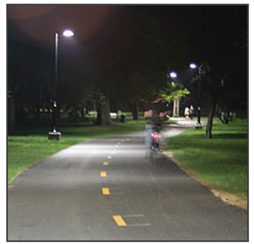




Appropriate Lighting Options

Lighting is essential for increasing the safety of both vehicles and pedestrians. The appropriate style and scale differs between the two modes of transportation. Typical lighting options for vehicles are tall poles that cover a large area to give drivers a better view of what is ahead. In many cases these lights offer little aesthetic value, and are not in a scale that is ideal for pedestrians. Pedestrian lighting options should be at an appropriate scale and more attractive.

With a multi-use path included in the plan, appropriate methods of lighting for the corridor need to be considered. One scenario would involve having two lights on one pole; one for vehicular traffic on Route 15A and the other for the pedestrians using the path. With this approach each mode of transportation receives the appropriate amount of light. This project that can be phased over time, with the initial lights installed closest to the Village first, and then expanding north to the town line as needed and as funding permits.



There are steps that can be taken immediately. Since there are above ground utilities throughout the corridor, lights could be attached directly to the existing electric poles. This method would prove to be far less expensive and create a unique character that compliments Lima's rural identity.

Banners are another way to create an identity and sense of place. They can welcome people into a community, highlight local history, and promote upcoming events. Banners can be attached to new light poles or to existing electrical poles in the same manner as the lights.

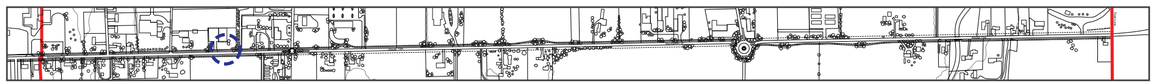
MULTI-USE PATH

The development of a multi-use path was talked about by every group during the charrette. There were different suggestions as to where it should be located and how far it should extend. Overall it was generally agreed that a path would be located on the west side of Route 15A, starting at the village line and continuing north until crossing over to the east side at the intersection of Route 15A and Heath Markham Road / Corby Road. Additionally it was suggested that there be a secondary path on the east side that extends from the village line and terminates at the crossing refuge located at the Route 15A and Gale Road intersection.

The purpose of the path would be to provide a walking / bicycle route that increase accessibility and safety for pedestrians, cyclists and other modes of non vehicular transportation. Currently, pedestrians are walking in the shoulders of the road and are in danger of being hit by fast moving vehicles. The multi-use path would be ten feet wide, enough to accommodate multi-modal traffic in both directions.

Path Location Before

Path Location After



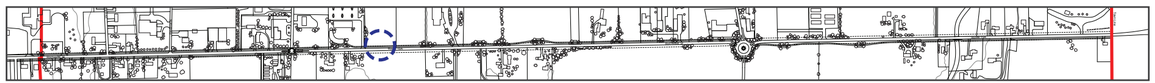
Path Location Before

Path Location After

The before and after images above highlight locations for the proposed path and show what it would look like when completed. As seen in the image above much of the area along the west side of the road is currently liked for the installation of a path. The construction of the path could be phased over time. The first stretch is proposed to extend to the Genesee Community College satellite campus. Ideally, the path would eventually connect with Honeoye Falls, linking the two villages.

The path will feature:

- Appropriate scaled lighting;
- Clusters of trees and plantings;
- Vista lookout points with benches;
- Informational signage.



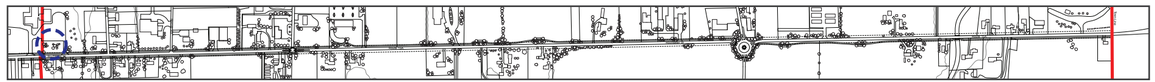
SUSTAINABILITY / EMBRACING NATURE

The Town of Lima is home to some of Western New York's most beautiful landscapes with rolling hills and seemingly endless farmlands. It is an important goal of the vision for Route 15A's future to maintain and enhance this natural beauty. Part of this goal can be achieved by retaining existing open spaces and restricting new development on Route 15A to parcels closer to the Village and within the Village itself. The other part of that goal can be reached by building on the existing strengths of the natural environment and establishing sustainable practices for new development. It is also essential to rethink and improve upon current practices related to the areas of water runoff, wind, and snow drift management as well as the landscaping properties.

Below is an example of an approach to improve a common method for water runoff management that does not fit into the natural context of the corridor. The purpose of this system is to collect water runoff from roads and parking lots in order to direct it into the sewer or to let it seep back into the ground. The problem is that this water is often contaminated with pollutants such as various automotive fluids (oil, anti-freeze, etc.). Planting low maintenance vegetation in these swales would act as a filtration system for the water that travels through them before returning to the ground. Aside from their functional purpose these plants, which consist of several types grasses and flowering species, soften the hard surface of the existing system and also contribute to the natural beauty of the corridor.

Drainage Swale Before

Drainage Swale After

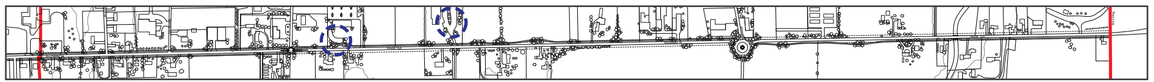


GCC Bioswale / Retention Pond

There are two examples of sustainable water runoff management systems that are already in practice within the 15A corridor. This first is bioswale / retention pond located in front of the Genesee Community College satellite campus building. It is in a low point of the property and collects water runoff form Route 15A and the building's access road to the parking lot. The pond is also surrounded by a field of vegetation that's purpose is to soak up excess water and filter it back into the ground.

There is also a bioswale / rain garden located in the middle and to the rear of Bristol Tech's parking lot. Serving as a retention pond, the swale collects excess water runoff and filters it back into the ground. Both of these systems are relatively new, but will soon become lively ecosystems that will attract several species of wildlife.

Bristol Tech Bioswale / Rain Garden



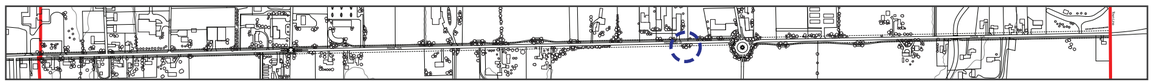
Vista Lookout Points

It is important not only to enhance the natural environment of the corridor, but to also celebrate it. With a high concentration of some of the world's most productive soils, agriculture is a preferred land use in much of Lima. The Town recognizes that the retention of large tracts of acreage will help ensure continued viability of the important local farm business sector and will preserve the beautiful landscape that is enjoyed by all. It is hard to ignore this beautiful landscape while traveling through the 15A corridor, and yet it is difficult to enjoy at high speeds. As part of the multi-use path, several potential vista lookout points were strategically located to give pedestrians and cyclists a place to rest and take in all the viewsheds that the 15A corridor has to offer.

At each vista point the path widens to accommodate a bench and interpretive signage. This signage may be used to educate and inspire an understanding and appreciation of Lima's relatively unique and valuable agricultural resources. Additionally it can inform the reader about Lima's history, highlight points of interest within the viewshed, and identify local wildlife. Each vista lookout location is also surrounded by clusters of trees to create an intimate and peaceful setting. There are nine potential vista lookouts located between GCC and the Spring Brook Bridge.

Above: Section of vista lookout between the road and treeline

Below: Panoramic image from a vista lookout near Heath Markham Rd. / Corby Rd.



ENHANCING EXISTING BUILDINGS & PROPERTIES

Rural Context Architecture

One method of improving the corridor is to enhance the existing buildings and structures within it. Lima is a rural town and the style of its buildings (residential, commercial, and agricultural) should reflect that. Many of the older buildings in the corridor fit into this rural context; however some newer developments do not. It was decided based on the charrette workshop that Colonial, Italianate, and agricultural (barns, mills, and farm motif) styles are appropriate. New and existing buildings should feature design elements that enhance the overall appearance of the building. These design elements include but are not limited to:

- Color;
- Trim;
- Building Materials;
- Window Styles;
- Roof Pitch;
- Signage;
- Landscaping;
- Location of Parking.

It was suggested that a set of design guidelines be established to encourage thoughtful design in the future and to enhance existing properties. Creating uniformity in buildings and properties will further enhance the aesthetic value of the corridor. Here are examples of buildings that fit the rural context style of architecture.

ENHANCING EXISTING BUILDINGS & PROPERTIES

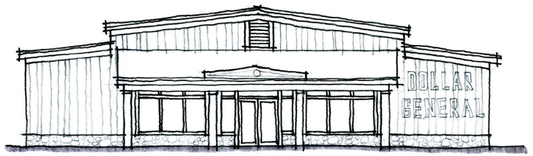
The Dollar General building on Route 15A is a prime example of a new development that does not fit the style of rural context architecture. This is the building's current appearance and a representation of how it could look following appropriate design principles and techniques.

Inappropriate Design Features

- Suburban style shopping appearance;
- Heavy looking metal fascia;
- Out of scale concrete block;
- Small area of glass;
- Parking in the front of the building;
- Cheap looking signage.

Appropriate Design Features

- Overall rural appearance with rural style painted barn sign;
- Appropriate materials (stone, vertical wood / metal siding);
- Sloping roof, Front entrance porch, Foundation base, Large glass area;
- Louver detail;
- Parking to the side;
- Free standing sign out front.

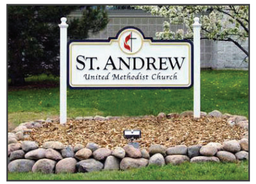


APPROPRIATE SIGNAGE

Consideration for appropriate sign design and location can have a major impact on the corridor and the businesses that are located there. A sign's primary function is informational but it can also be used to enhance the aesthetic value of a gateway, building, or property. In addition to its appearance, the location of a sign, whether on a building or along the road, is crucial to its visibility and overall success as an informational tool. Below are examples of current signage along the corridor.

These signs succeed in displaying information but they fail in other categories. A majority of the signs within the corridor are located too far from the road and the driveway of their respective buildings. In many cases a driver has already missed the opportunity to enter the parking lot once they are close enough to read the sign. By locating signs near the driveway and closer to the road, a driver will be able to effectively read the sign and have the existing signs also lack aesthetic value. Of the four examples of existing signs, only the one to the lower left is constructed using appropriate materials, however it lacks landscaping and a source of lighting. Below are examples of signage that exhibit quality design. All new and existing signs should be:

- Attractive and fits into the context of rural design;
- Colorful;
- Easy to Read;
- Landscaped;
- Visible and well lit at night.



GUIDELINES FOR NEW DEVELOPMENT

The following are a general set of guidelines to be followed for all new construction with the 15A corridor. These guidelines can also be used to direct property owners in enhancing the aesthetic quality of their buildings (i.e. residential, commercial, agricultural).

1. New building frontages should encourage and promote a sense of design continuity that appropriately relates the historic past of the rural landscape.
2. The architectural design of new buildings should be harmonious with, but not mimic the design of nearby rural architecture.
3. New building frontages should encourage a pedestrian-oriented and human scaled public realm and streetscape.
4. New building frontages facing streets, pedestrian walks or greens should be active. Active building frontages should include windows, building entrances and other architectural features that enhance the pedestrian scale and experience.
5. New buildings should have a maximum height of two stories. Buildings of one story may be permitted provided that no part of the building frontage is less than 15 feet above grade.
6. A building frontage should have a roof line. A roof line is an architectural element that creates a distinction between the top of the building and the lower elements. Roof lines should be designed in proportion to the overall height and width of the proposed building.
7. A building frontage wider than 50 feet should have vertical division lines. A vertical division line is an architectural element that creates distinct increments dividing the building mass. Vertical division lines should be designed in proportion to the overall height and width of the proposed building, and should be spaced at sufficient intervals to avoid large undifferentiated wall surfaces.
8. Buildings without retail frontage should provide areas of transparency equal to at least 50% of the wall area, between the height of two and eight feet from the ground.
9. Buildings with retail frontage should provide areas of transparency equal to at least 70% of the wall area, between the height of two and eight feet from the ground. Window frames should be recessed at least 4" from the plane of the building facade.
10. Building frontages above the transition line should provide areas of transparency equal to at least 20%, but not more than 50% of the building frontage area above the transition line. Window proportions should be square or vertical and should be recessed at least 4 inches from the plane of the building facade.
11. All glazing should be clear or lightly tinted.
12. Building frontages should be constructed of durable materials of rural character such as brick, stone masonry, metal siding, stucco, fiber cement (panels, siding and trim boards)or finishing wood. EIFS (exterior insulation finish system) may not be utilized. Solid, paintable PVC trim boards or similar materials are also permitted. Inappropriate materials such as corrugated metal panels, mirrored glass, vinyl siding, plywood panel siding (T-111), concrete block (except split face used as base / watertable trim) and pre-cast concrete panels are discouraged on building frontages facing streets, pedestrian walks or greens.
13. Building entrances should be recessed at least 3 feet from the facade.
14. Properties should include aesthetically pleasing landscaping, including 2 inch caliper street trees of a native species on thirty foot centers, or an alternative landscape plan acceptable to the planning board.
15. All refuse collection areas shall be located to the side or rear of buildings and have visual screening of sufficient height and density to completely hide from public view.
16. Properties should include amenities (such as bike racks) that encourage multi-modal choices for transportation. Such amenities should be harmonious with the building design and appropriately located to promote availability and create a sense of continuity in design throughout the corridor.

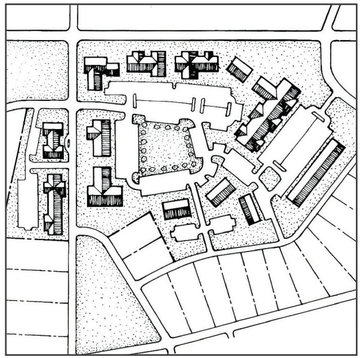
CLUSTER DEVELOPMENTS

For the Town of Lima and the 15A corridor it is important to control new development in order to maintain the overall vision for its future. Controlling development does not mean restricting it. Just as guidelines are established for individual buildings they can also be established for the development of property. Clustering development encourages deeper development of large individual parcels instead of several developments lining the road. This style of development will allow the town to keep larger quantities of agricultural land and maintain the viewsheds throughout the corridor.

Another benefit of cluster development is the limited number of curb cuts along the road needed to access many businesses or other buildings. In this circumstance several buildings share one parking lot or a series of smaller lots that are accessed by a limited number of entryways. These lots are typically centralized within or behind a buffer of buildings and hidden from the road.

The images below show an example of cluster development, a possible site on Route 15A for this style of development and what a plan for that development could potentially look like. The site is located behind the GCC satellite campus adjacent to Route 15A and Gale Road. This particular parcel is a good location for this style of development because of its size, depth and because there are already two existing access roads. The design for this development embraces a park like layout where the buildings are located around a central pond and green space. Throughout the site are several bioswales and potential spots for rain gardens in the parking lots. Clusters of trees line the access roads and buffer nearby homes.

Example of Cluster Development



Possible Development Site

Proposed Site Development